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## Executive Summary

The Washington State Department of Licensing reported in 1998 that 290,665 drivers in the state have suspended driver's licenses, of which 89% are suspended specifically because the driver has failed to pay outstanding fines from previous infractions. Individuals in this situation are charged with Driving While License Suspended in the 3<sup>rd</sup> Degree (DWLS 3°). Records indicate that approximately 75% of these drivers continue to drive illegally. According to reports by the Washington State Traffic Safety Commission, 15% of all traffic fatalities involve a driver with a suspended license, and statistically, suspended drivers are three times more likely to be involved in a traffic accident in which someone is killed or injured.

Effective January 1, 1999, the Washington State Legislature authorized jurisdictions to impound vehicles of drivers who are cited with a DWLS charge. Subsequently, the office of the Seattle City Attorney led the charge in impounding vehicles involved in a DWLS charge. Over time, the Seattle Municipal Court has found a significantly high rate of recidivism for those defendants charged with DWLS, especially in the third degree. There also seems to be some correlation between defendants who struggle with economic issues and the amount of punishment they receive, suggesting that they are subject to more punishment than those who can afford the fines associated with the costs of an impound and the accompanying infraction(s).

On November 8, 2000, SMC began consolidating all DWLS 3° intake hearings to one specialized calendar. "The Driving Calendar" collectively manages these cases and help defendants address socioeconomic issues that factor into their charges. As a supplement to the Driving Calendar, the court also began offering re-licensing services, which was funded by a special "Re-licensing Initiative" passed by the Seattle City Council. This initiative provided funding for the creation of a court ombudsperson position to:

- A) Assist defendants in obtaining valid driver's licenses, and;
- B) Establish contracts with community-based agencies that offer services within the community.

One of the primary objectives of the Driving Calendar and the Re-licensing Initiative is to provide a gateway to services for defendants with DWLS 3° charges and increase the number of validly licensed drivers. Simultaneously, the court also began a call reminder program, which is a failure to appear (FTA) reduction measure, to help diminish the high frequency of DWLS defendants who fail to appear at their initial appearance hearing.

The Seattle Municipal Court, and courts around the nation, are finding that partnering with members of the community and community-based agencies is an effective way to restore community trust in court. These partnerships also address social issues that are often the core reasons why an offender offends in the first place. By utilizing resources in the surrounding community that would not traditionally be available from the court alone, defendants are able to receive more personalized assistance, better understand their accountability, and increase their chances to succeed. The court also chose to have the Driving Calendar at night in order to increase scheduling accessibility for both community-based agencies and defendants alike.

The court recognizes that the Driving Calendar has the potential to positively impact DWLS recidivism. By consolidating DWLS charge types to one calendar, dismissing certain cases, and

assisting defendants with re-licensing services it is the goal of SMC to lower recidivism and increase case management capabilities within the court.

The study of this program has proven a marked increase in positive defendant outcomes for those that have utilized the services provided by the SMC Re-licensing Initiative. The Call Reminder Program and the Driving Calendar have increased DWLS 3° defendants' appearances to court. Likewise, the Re-licensing Initiative, has also increased DWLS 3° defendant compliance with court orders and fines owed to SMC.

Between November 2000 and September 2001, 2180 defendants who were charged with DWLS 3° did not receive any re-licensing services. These defendants were used as a control group to determine how the court succeeded in re-licensing defendants using re-licensing services compared to the expected case outcomes established by the control group. This comparison revealed the following information:

- Only **25%** of defendants of the DWLS 3° Control Group successfully obtained valid driver's licenses.
- **64%** of the same population of defendants were compliant with payment obligations or community service hours assigned in lieu of payment of fines.
- **63%** of defendants who utilized re-licensing services offered by the Court or community agencies obtained valid driver's licenses which is **38% higher** than those defendants in the DWLS 3° Control Group.
- **88%** of defendants who had received re-licensing services offered by the court or community agencies were compliant with payment obligations or community service hours assigned in lieu of payment of fines, **24% higher** than the DWLS 3° Control Group.
- **The SMC Re-licensing Initiative is proving successful in assisting a higher number of drivers in regaining a valid license and helping to solve a public safety problem in the City of Seattle and the State of Washington.**

This evaluation shows the court's success in utilizing community-based partnerships to assist defendants in obtaining valid driver's licenses. The Re-licensing Initiative has provided over \$150,000 of funding to community-based agency contracts since its inception. These agencies not only provide re-licensing services, but also offer job training and placement, training and education to enhance life-skills, interpreting services, assistance in obtaining social services, and representation to other jurisdictions where SMC would not be as effective. Compared to the DWLS 3° Control group, the SMC defendants who received services from the community-based agencies with whom the court contracts have benefited as follows:

- The community-based agencies served over **1500** SMC defendants and community members between November 2000 and September 2001.
- Similar to the Re-licensing Initiative as a whole, the community agencies increased the number of defendants who obtain valid driver's licenses by **37%**.
- Defendants who received services through the community-based agencies experienced a **16% increase** in compliance with payment obligations or community service hours assigned in lieu of payment of fines.
- Because of their location in the community, these agencies are reaching a population of suspended drivers that would not ordinarily be served by SMC. Additionally,

these agencies have identified a significant amount of SMC defendants who have previously FTA'd to their hearings at SMC, but who came to the agency for assistance in resolving their outstanding cases.

The combined efforts of the Seattle Municipal Court through its court ombudsperson and Revenue Recovery Unit, along with the community based agencies demonstrates how courts and communities can achieve success in solving problems arising out of crimes against the community. This executive summary has presented information detailing the specific successes the Re-licensing Initiative has brought to the court, community, and, most importantly, defendants. Given this, it is recommended that the Re-licensing Initiative continues, and SMC should accordingly pursue permanent funding with the City Council. Additionally, the court should explore ways in which to expand this program to other populations that could benefit from this program, such as in-custody defendants, minors, and the working poor.

The following evaluation is intended to provide a brief history of the Driving Calendar, the Call Reminder Program, and the Re-licensing Initiative, and to provide an explanation of the process by which the court has partnered with the community to reduce the number of drivers with suspended licenses on the road. Additionally, this evaluation will provide an analysis of these programs by comparing a control group of defendants who did not receive re-licensing services versus those whom re-licensing services were provided. Lastly, this evaluation will establish a baseline by which future outcomes of these programs can be compared in order to monitor the progress of these programs in the future.

## Introduction

*“Dion Wills stood before the Municipal Court judge and, like dozens of others who filled the courtroom last Wednesday night, pleaded for mercy.*

*His license had been suspended after he was caught driving without insurance. The original ticket and the late fees had grown to about \$1,500. His car was impounded, and now he faced 90 days in jail.*

*“I’ve done some stupid things. But now I’m trying to take care of things,” said Wills, who had gotten a job and paid about \$675 on his ticket so far.*

*The judge, Jean Rietschel, did what was unimaginable a decade ago -- when the court was known for racing through cases and dispensing what was derisively called “McJustice.”*

*She paused. She listened to stories about struggling to support children. She heard how fines and fees to free impounded cars were adding up. And taking all that into account, she figured most people would be better off if they could get their cars back and go to work. So she reduced their penalties and sent them off with a warning not to come back before her again.”* **Seattle Post Intelligencer, November 19, 2001<sup>i</sup>**

In 1999, the City of Seattle, at the impetus of City Attorney Mark Sidran, enacted an impound ordinance which permitted the impounding of vehicles driven by persons with a suspended drivers’ licenses. The first year this was in effect, the City impounded 5,096 vehicles. “In a 1999 survey of 184 people with suspended licenses, the average person had \$2,095 in unpaid fines and a monthly income of \$810.”<sup>iii</sup> Critics, such as public defense lawyers and some community groups, argued that the impound fees, in addition to the outstanding fines which had caused the license suspensions, increased the barriers for low income people who wanted to regain their licenses.

The Seattle Municipal Court responded to the perceived “impound problem” by taking a problem solving approach. At the end of 1999, the Court started offering individuals with suspended licenses the opportunity to sign up for time payments. By doing this, offenders could make a down payment on outstanding fines and pay in monthly installments. In turn, the Court removed driver’s license holds, enabling people to become re-licensed. The Court subsequently developed more comprehensive programs in conjunction with the City Attorney’s Office, the defense bar, community agencies, and funding from the City Council. Known collectively as the re-licensing program, the Court’s efforts include a driving calendar, an ombudsperson, continued use of time payments, and license counseling utilizing community based organizations. The intent of the re-licensing program is to assist offenders in identifying and taking the steps necessary to become licensed drivers. The elements of the re-licensing program will be described in detail in subsequent chapters of this report. The Court also began a call reminder program, a Failure to Appear reduction effort aimed at increasing the likelihood that defendants would appear for hearings, thus reducing future court workload, jail expenses, and additional penalties for the defendants. The call reminder program also will be discussed in more detail later in this report.

Since evaluation is a critical factor for the success of a problem solving court, the final chapters of this report will discuss accessibility of services, the effect of the relicensing program initiatives, and recommendations for future efforts.

## **Municipal Court of Seattle Driving Calendar**

At Seattle Municipal Court, the first court appearance for an out-of-custody defendant is an intake hearing. The intake hearing is an opportunity for the defendant to be advised of charges against him/her, consult with a public defender, and enter a plea to the charge. When the Court began to consider how to address suspended driver's license charges in a different way, the decision was made to schedule all license violation intakes at a dedicated intake hearing, rather than mixing the license cases with other charge types such as theft, assault, prostitution, etc. By dedicating a calendar, the Court could offer specialized services to defendants with similar needs.

The Driving Calendar is divided into two sessions, scheduling more serious license violations and repeat offenders as a group (the 6:05 calendar) and scheduling a second, separate, group of first time offenders (the 7:05 calendar) to the other. The latter are selected to have the suspended license offenses dismissed by the City Attorney's Office at the later session. The group of more serious offenders are processed in much the same way as any intake calendar although some defendants might be referred for drivers' license counseling. The dismissal group is handled much differently, receiving the benefits of a problem solving approach to license suspension. It is important to note that either group is welcomed to participate in the re-licensing program, however, only the dismissal group is mandated to take part in the program as a contingency of their dismissal. Please see Appendix A for a detailed description of the Driving Calendar and its scheduling process.

### **The criteria for a DWLS 3° dismissal are as follows:**

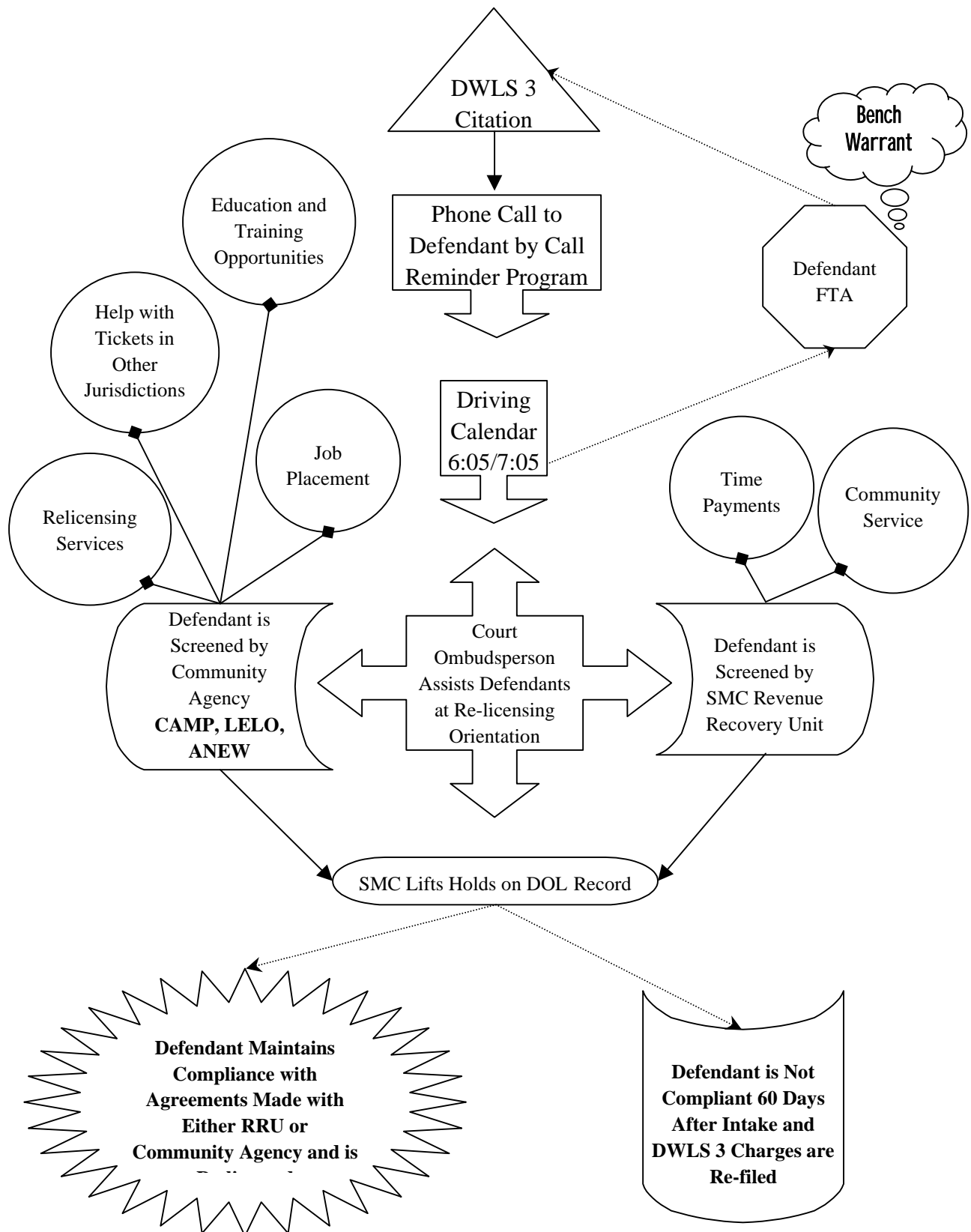
1. The defendant was the registered owner of the vehicle being driven at the time of suspended license violation, and the vehicle was impounded;
2. There is no companion criminal citation;
3. The citation did not involve a collision;
4. Is not a direct consequence of a mandatory license suspension driving conviction; and,
5. The defendant has not had a prior DWLS 3° dismissal due to impound.

Defendants in the dismissal group are required to attend a re-licensing orientation that is presented by the court ombudsperson. At the orientation, the ombudsperson explains to the defendant that their charge has been dismissed and also determines how many unpaid citations are keeping their license suspended. The defendant also receives a printout listing all citations that are keeping his/her license suspended, with the address and phone number of the appropriate court(s) to contact.

All defendants are provided the opportunity to consult with a public defense attorney. Defendants are also helped by various court staff in determining how they will proceed in addressing their unpaid traffic infractions and, if necessary, are offered alternatives, such as community service, that will help them meet their financial obligations to the court. Finally, defendants are introduced to the Re-licensing Program license counselor who can help with reinstating suspended licenses. (The Re-licensing Program is discussed in more detail later in this report.)

Judge Jean Rietschel, who has presided over the Driving Calendar, summarizes the unique approach of the driving dismissal calendar, "This calendar is different because I play more of a helper role, which is different for a judge. I am one part judge, one part social worker, and one part economic advisor."

## Case Process for DWLS Dismissal and Re-licensing Service Defendants





## The Call Reminder Program

Failure to appear (FTA) is the term used by courts when a defendant does not attend a scheduled court hearing. FTAs are costly to the Court and can have severe consequences for defendants. The Court wastes valuable court time at the initial hearing and often must schedule additional hearings for the defendant at a later date if he/she fails to appear. In addition, *the 1998 Misdemeanor Study found that offenders who FTA at their hearings are more than twice as likely to go to jail than offenders who appear*. Also, according to the study, once offenders who have failed to appear are booked into jail, it is likely that they will spend twice as long incarcerated than those who appeared. The additional jail time also adds to costs incurred by the City.

The highest FTA rate at Seattle Municipal Court occurs at the intake or first appearance calendar. One recent Court assessment found that 44% of offenders failed to appear at scheduled intake hearings and that 66% of bench warrants issued were for FTAs at intake.<sup>iii</sup> Since the Driving Calendar is an intake calendar, it seemed appropriate to do a pilot FTA reduction program in conjunction with the Driving Calendar. In late 2000, the Court initiated a call reminder program.

The Call Reminder Program uses court staff to call the offenders within the first week after their intake summons are mailed, then again three days before their intake hearing. The pilot program was limited to the Driving Calendar to allow the court a manageable population by which to monitor progress and to assess whether or not having the court call to remind defendants of upcoming hearings is an effective measure.

The Court evaluated the first six months of the Call Reminder Program in May 2001, using data collected from December 2000-April 2001. The table below displays the results of the study.

### Call Reminder Program Results

	2000 FTA Ratio	First 6 Months of Call Reminder Program	Offenders Contacted	Offenders Not Contacted
Appeared	56%	62%	78%	44%
FTA	44%	38%	22%	56%

As the table indicates, the overall appearance rate increased by 6% during the first six months of the Call Reminder Program, from 56% to 62%.

The study identified some issues which might merit further investigation. Nearly half, or 48%, of the phone numbers given by the offenders at the time the citation was issued were either invalid or wrong phone numbers. The Court did not determine whether there was a correlation between a bad phone number and FTA but the failure to appear rate for those not contacted was nearly three times the rate of those who were reached. The study also did not determine the number of people who had no phones.

In May of 2001, the Seattle Municipal Court expanded the Call Reminder Program to include scheduled intake hearings for all charge types. In the first two months of the expansion for Court intake hearings overall, FTA rates decreased, from the baseline, to 29% (71% appearance rate).

Results from an on-going study of the call reminder program show that the average FTA rate from July through December 2001 to be 38%.

## The Re-licensing Initiative

In order to measure the effect of the Court's re-licensing efforts, it was important to establish a benchmark by which to compare and measure the different facets of the re-licensing program. The Court studied a control group of driving calendar defendants who did not receive any re-licensing services. Additionally, the Court verified the status of their driver's license by a computer check with the Department of Licensing. The control group consisted of 2,180 defendants. A statistical picture of the control group appears in the table below.

**Outcomes for DWLS Control Group<sup>iv</sup>**

Re-licensed	Eligible	Outstanding	Other	Total	Compliant w/SMC
535	82	806	757	2,180	1,374
25%	4%	36%	35%		64%

### Definition of Terms:

**Re-licensed** = Defendant has obtained a valid driver's license

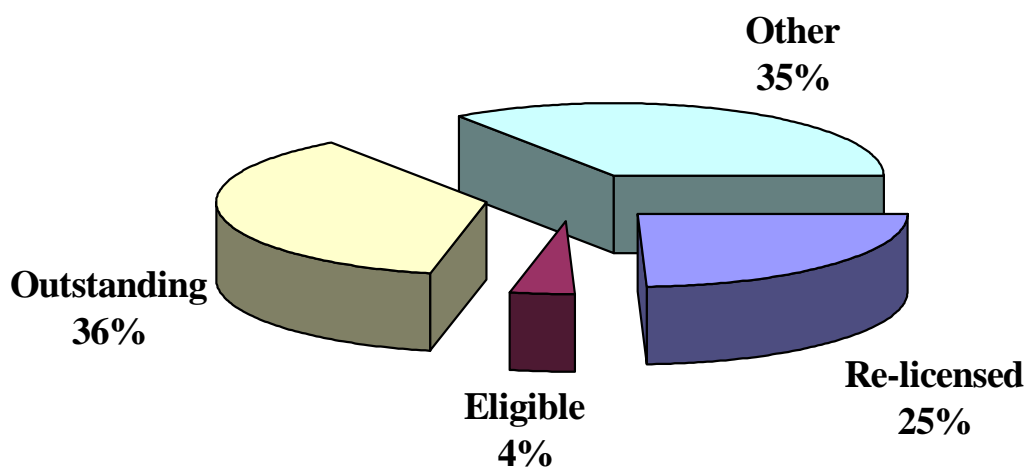
**Eligible** = Defendant has no outstanding infractions holding driver's license

**Outstanding** = Defendant still has outstanding obligations to SMC

**Other** = Defendant has met all obligations to SMC but still has outstanding obligations to other jurisdictions, which restricts their privilege to drive

**Compliant w/SMC** = Re-licensed + Eligible + Other /(divided by) the total number of defendants

As illustrated in the control group results, 25% of offenders regained drivers' licenses and 64% complied with court sanctions. These figures became the standards against which success of the Court's re-licensing services could be measured.



**Outcome Totals for DWLS Control Group (Percentage)**

## Helping Defendants Succeed

The Seattle City Council authorized funding for an ombudsperson in July 2000 to provide re-licensing assistance at Seattle Municipal Court. The ombudsperson provides both direct services to individuals at the Court and educational and outreach services to the community. The ombudsperson conducts an orientation session at the Driving Calendar which describes to defendants their charges; their options for paying, contesting or mitigating traffic tickets; and how the Court can help them to regain a valid driver's license. The ombudsperson then answers questions and provides individual assistance for those with special circumstances or in need of personalized attention. Additionally, the ombudsperson educates defendants on how to clear holds on their licenses, gives information on insurance coverage issues, and directs defendants to specific resources available at the calendar. The ombudsperson may also provide individualized assistance with special issues such as out-of-state suspensions, or situations other court personnel and community agencies are not designed to address.

The Court Ombudsperson also acts as a liaison for the Court in community outreach efforts by attending community events, job fairs, public schools, and heightening awareness of suspended license issues affecting the Seattle community. The following highlights the costs and expenditures of this new position:

	2000	2001	2002
<b>Allocated</b>	\$55,000	\$61,757	\$63,436
<b>Actual Expenditures</b>	\$55,000	\$55,591	\$57,314

The Seattle Municipal Court's Revenue Recovery Unit (RRU) is a unit of the Probation/Court Compliance division. RRU staff work with offenders to establish monthly time-payment agreements and offer community service hours in lieu of time-payments for those who are not able to afford cash payments. They work with defendants to set realistic payment plans, based on individual circumstances. Either RRU staff or the court ombudsperson may also recommend a large fine be reduced or waived if the offender has made a concerted effort over time to pay off the fine. Usually, a defendant must keep payments current for a minimum of 12 months to be eligible for a fine reduction.

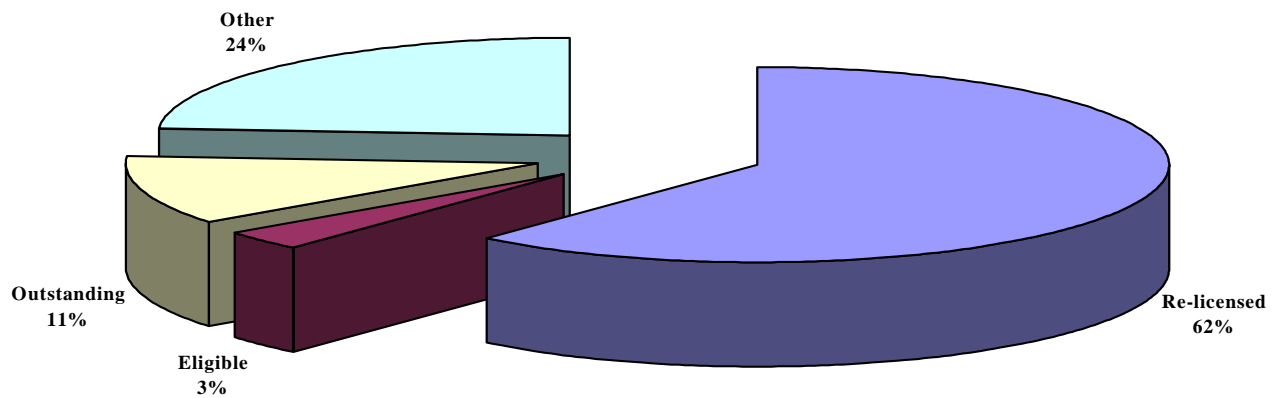
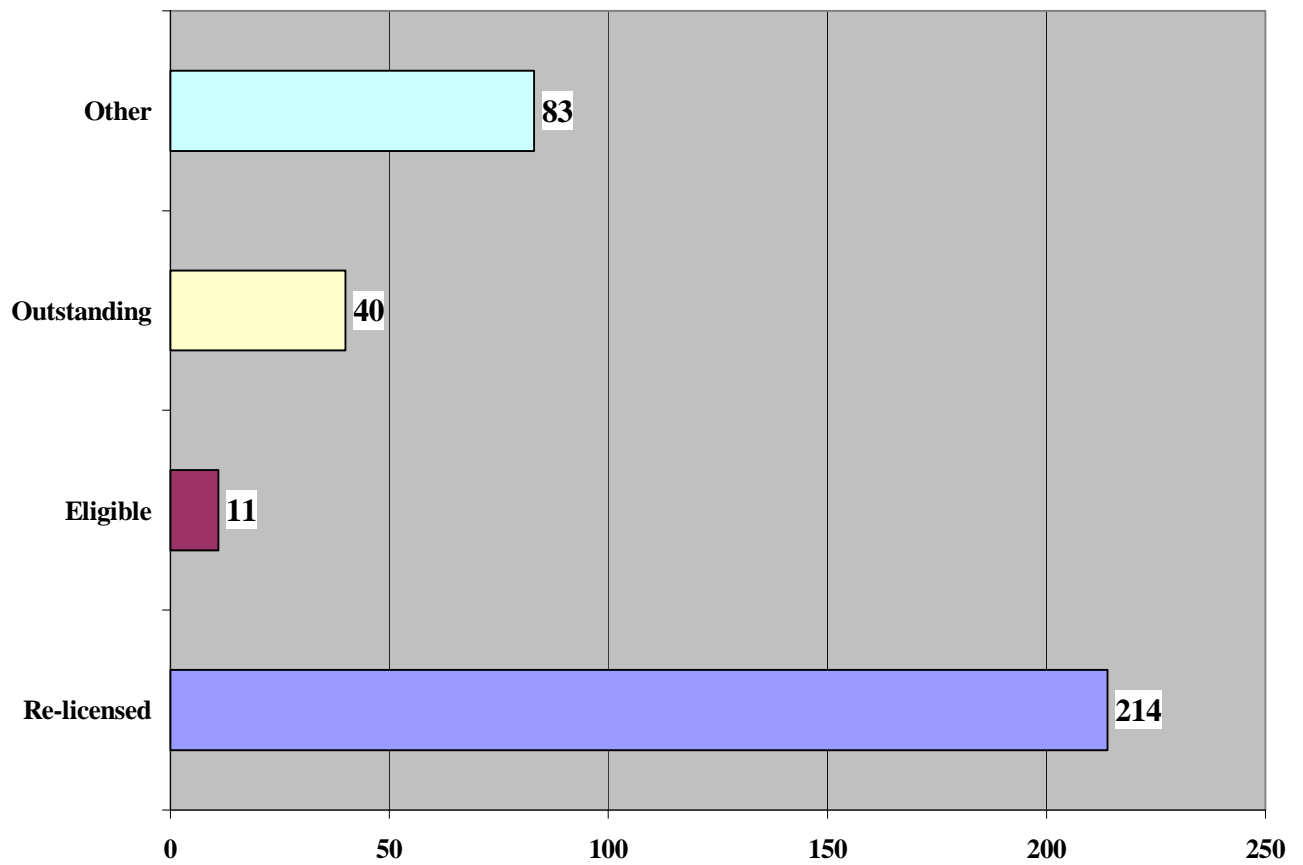
Compliance is not measured in dollar terms alone. Defendants with limited financial means are also eligible to perform community service work to substitute for the payment of their fines. Each hour of service is converted into a set dollar amount, which is comparable or greater than the minimum wage.

The results achieved by the Seattle Municipal Court's ombudsperson and Revenue Recovery Unit compare very favorably against the results of the control group. The following tables summarize the defendant outcomes who were assisted by the ombudsperson and RRU November 2000-September 2001:

	Re-licensed	Eligible	Outstanding	Other	Total	Compliant w/SMC
<b>Court Ombudsperson</b>	<b>83</b>	<b>5</b>	<b>20</b>	<b>48</b>	<b>156</b>	<b>136</b>
	<b>53%</b>	<b>3%</b>	<b>13%</b>	<b>31%</b>		<b>87%</b>
<b>RRU</b>	<b>131</b>	<b>6</b>	<b>20</b>	<b>35</b>	<b>192</b>	<b>172</b>
	<b>69%</b>	<b>3%</b>	<b>10%</b>	<b>18%</b>		<b>90%</b>
<b>Ombudsperson + RRU</b>	<b>214</b>	<b>11</b>	<b>40</b>	<b>83</b>	<b>348</b>	<b>308</b>
	<b>62%</b>	<b>3%</b>	<b>11%</b>	<b>24%</b>		<b>89%</b>
<b>DWLS Control Group<sup>y</sup></b>	<b>535</b>	<b>82</b>	<b>806</b>	<b>757</b>	<b>2,180</b>	<b>1,374</b>
	<b>25%</b>	<b>4%</b>	<b>36%</b>	<b>35%</b>		<b>64%</b>

Offenders who were assisted by the ombudsperson or Revenue Recovery Unit had a relicensing rate of 61% compared to 25% for the control group. In the two combined assisted groups, 89% of offenders were compliant with Seattle Municipal Court obligations while only 64% achieved compliance in the control group.

**Outcome Totals for Court Ombudsperson and RRU's Re-licensing Efforts (Number)**



**Outcome Totals for Court Ombudsperson and RRU's Re-licensing Efforts (Percentage)**

## Re-licensing in the Community

The Seattle Municipal Court complemented its in-house relicensing efforts (ombudsperson and Revenue Recovery Unit) with license counselors from community agencies. The Court contracted with three community agencies: Central Area Motivation Program (CAMP), Northwest Labor and Employment Law Office (LELO), and Apprenticeship & Non-Traditional Employment for Women and Men (ANEW). Beginning in July of 2000, the City Council provided six-months of funding for contract services. However, the Re-licensing Initiative did not get fully underway until November 2000. Because of this, there was some carryover from the 2000 allocation, which is reflected in the contract amounts for 2001. The allocations included in this evaluation of the community agencies include only the total amounts granted for the 2001 calendar year, January-December.

Each agency used for license counseling offers unique services to its constituency. Additionally, each agency provides outreach services to individuals with suspended licenses, even if there are no charges in Seattle Municipal Court. Unfortunately, due to information gathering limitations of the court's computer system, suspended drivers who were served by the agencies but did not have any charges at Seattle Municipal Court were not counted in this evaluation. Therefore, the results reported in this portion of the evaluation are only for participants in the agencies' programs who had charges at the SMC, and the actual number of suspended drivers served by the agencies are considered to be much higher than those indicated in this evaluation.

### ***Central Area Motivation Program (CAMP)***

CAMP is located on 18<sup>th</sup> and Cherry in the heart of Seattle's Central Area, and has been in existence for over fifty years. CAMP generally focuses on job placement, career counseling, drug/alcohol rehabilitation referral, and serves as a rich resource for people in the community who wish to obtain other social services as needed. Based on the correlation between un/underemployment and participants with suspended licenses, CAMP has created a full-time Re-licensing Program Coordinator, and with the increasing demand, also has hired a support staff position for the re-licensing program.

CAMP offers a monthly orientation session to persons with suspended licenses. The sessions are open to anyone but attendance is usually capped at about 60 people. The Seattle Municipal Court ombudsperson and Revenue Recovery Unit staff also attend the orientation sessions. Offenders with unpaid SMC fines can make arrangements for time-payments or community service hours to reconcile their outstanding accounts. If offenders also have outstanding obligations in other jurisdictions, they can work with CAMP to address those fines. After the orientation, participants can schedule appointments with CAMP's license counselors and each case is treated individually.

<b>2001 Funding Allocation for CAMP</b>	
January-May	\$14,627
June-December	\$20,000
<b>Total</b>	<b>\$34,627</b>

### **CAMP Performance November 2000-September 2001, Totals and Percentages**

<b>Re-licensed</b>	<b>Eligible</b>	<b>Outstanding</b>	<b>Other</b>	<b>Total</b>	<b>Compliant w/SMC</b>
69	4	21	29	123	102
56%	3%	17%	24%		83%

### ***Northwest Labor and Employment Law Office (LELO)***

LELO is also located on the periphery of the greater downtown Seattle area. LELO specializes in job placement into apprenticeship programs in the construction trades. Additionally, their FAST JOBS program strives to achieve apprenticeship training and living wage jobs in the building and construction

trades primarily for young people of color, low-income women, and recent immigrants. LELO has an interest in relicensing efforts because 73% of the 26 statewide apprentice programs require participants to have a valid driver's license. LELO is the only agency that offers interpreting services for non-English speaking participants. Currently, they only offer interpreting services for those who speak Spanish but are seeking to expand this service to other languages as resources and funding allow.

Like CAMP, LELO offers an orientation session for their Construction Trades Re-licensing Program. The Court's ombudsperson and RRU staff are also available at LELO's orientation sessions to assist participants with SMC fines. After the orientation, each participant is responsible for setting up an individual appointment with the Project Organizer. Each case is then treated on an individual basis and a license counselor can work with the offender to clear up outstanding fines or infractions.

In addition to re-licensing assistance, LELO refers participants for apprenticeship opportunities, which often offer a starting wage of \$13/hour. Their focus on job placement helps defendants to comply with their time-payment plans.

<b>2001 Funding Allocation for LELO</b>	
January-May	\$14,627
June-December	\$22,427
Special Allocation for Interpreter Services	\$7,800
<b>Total</b>	<b>\$44,854</b>

#### **LELO Performance November 2000-September 2001**

<b>Re-licensed</b>	<b>Eligible</b>	<b>Outstanding</b>	<b>Other</b>	<b>Total</b>	<b>Compliant w/SMC</b>
60	0	5	6	71	66
85%	---	7%	8%		90%

#### ***Apprenticeship and Non-traditional Employment for Women and Men (ANEW)***

ANEW has two locations: one at Renton Vocational and Technical College, and one in West Seattle. They are a Washington State Department of Social and Health Services funded agency receiving "Work Force Development Council" program money.

Unlike LELO or CAMP, ANEW only sees participants that have been referred to their re-licensing program from the court or Welfare to Work agencies. This may account for them having the lowest number of participants of the three agencies, although, again, the total of participants in the table below does not include those participants whose outstanding charges lie outside of the jurisdiction of SMC. The benefit of this is each participant receives much more personalized attention for his or her individual circumstances, including the referral for and acquisition of social services, job training, career counseling, and debt reduction. Once the other courts and jurisdictional bodies are contacted to mitigate the outstanding fines and infractions, participants are also able to utilize many of the other services offered by ANEW. These services include their partnership with Renton Vocational and Technical College to provide specialized job training, their Apprenticeship Opportunities Project, skills training and GED preparation for youth (age 17-21) through the Seattle Housing Authority Works. ANEW also gives the option of joining their employment pool which places participants in permanent or temporary jobs in the construction industry. The majority of participants are student age 16 years old through the mid-twenties and job/career training and placement is emphasized with each participant. In late 2001, the court's contract with ANEW was modified due to the number of defendants served.

<b>2001 Funding Allocation for ANEW</b>	
January-May	\$16,625
June-December	\$31,694
<b>Total</b>	<b>\$48,319</b>

#### ANew Performance November 2000-September 2001

Re-licensed	Eligible	Outstanding	Other	Total	Compliant w/SMC
4	0	2	3	9	7
45%	---	22%	33%		78%

The following tables summarize and compare the performance of the three community-based agencies who are currently contracted with SMC.

#### Overall Performance of Community Agencies, November 2000-September 2001

	Re-licensed		Eligible		Outstanding		Other		Total	Compliant w/SMC	
CAMP	69	56%	4	3%	21	17%	29	24%	123	102	83%
LELO	60	85%	0	---	5	7%	6	8%	71	66	92%
ANew	4	45%	0	---	2	22%	3	33%	9	7	78%
Total	133	66%	4	2%	28	14%	38	19%	203	175	86%

#### Outcomes for DWLS Control Group

Re-licensed	Eligible	Outstanding	Other	Total	Compliant w/SMC
535	82	806	757	2,180	1,374
25%	4%	36%	35%		64%

As the table above demonstrates, each community re-licensing program **exceeded re-licensing and compliance** rates achieved by DWLS Control Group.

Funding for the community agency licensing programs expired on December 31, 2001. Currently a Request for Proposals (RFP) is accepting contract proposals by community agencies for 2002. It is expected that the community-based agency funding of the Re-licensing Initiative will be allocated \$119,939 for FY 2002 by the City of Seattle's supplemental budget. The following table explains the disbursement of the community agency funding component allocated by the Re-licensing Initiative and the projected allocation(s) in 2002.

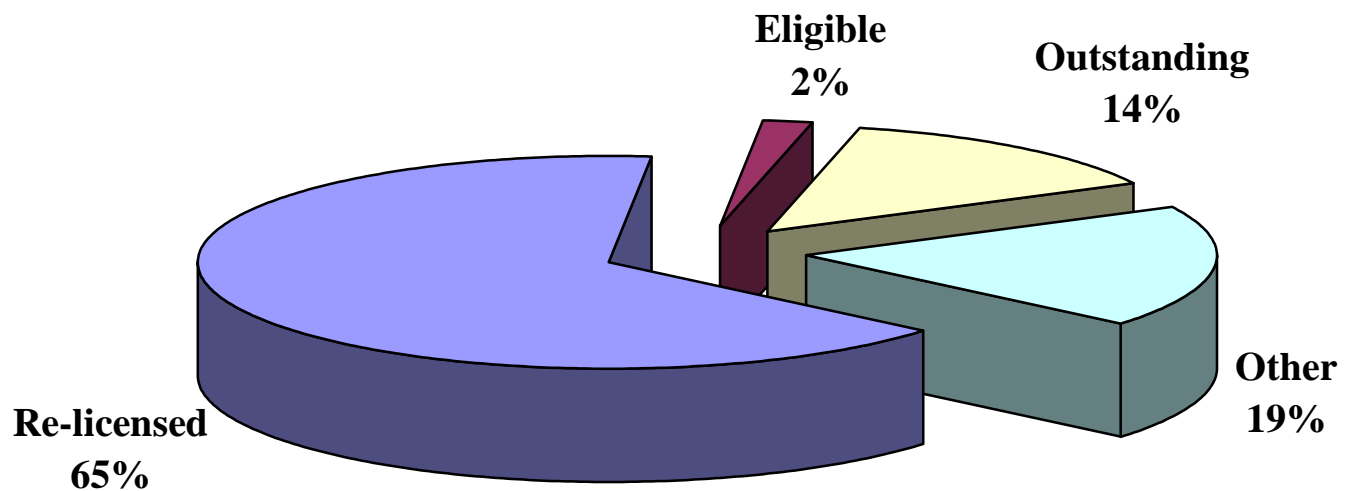
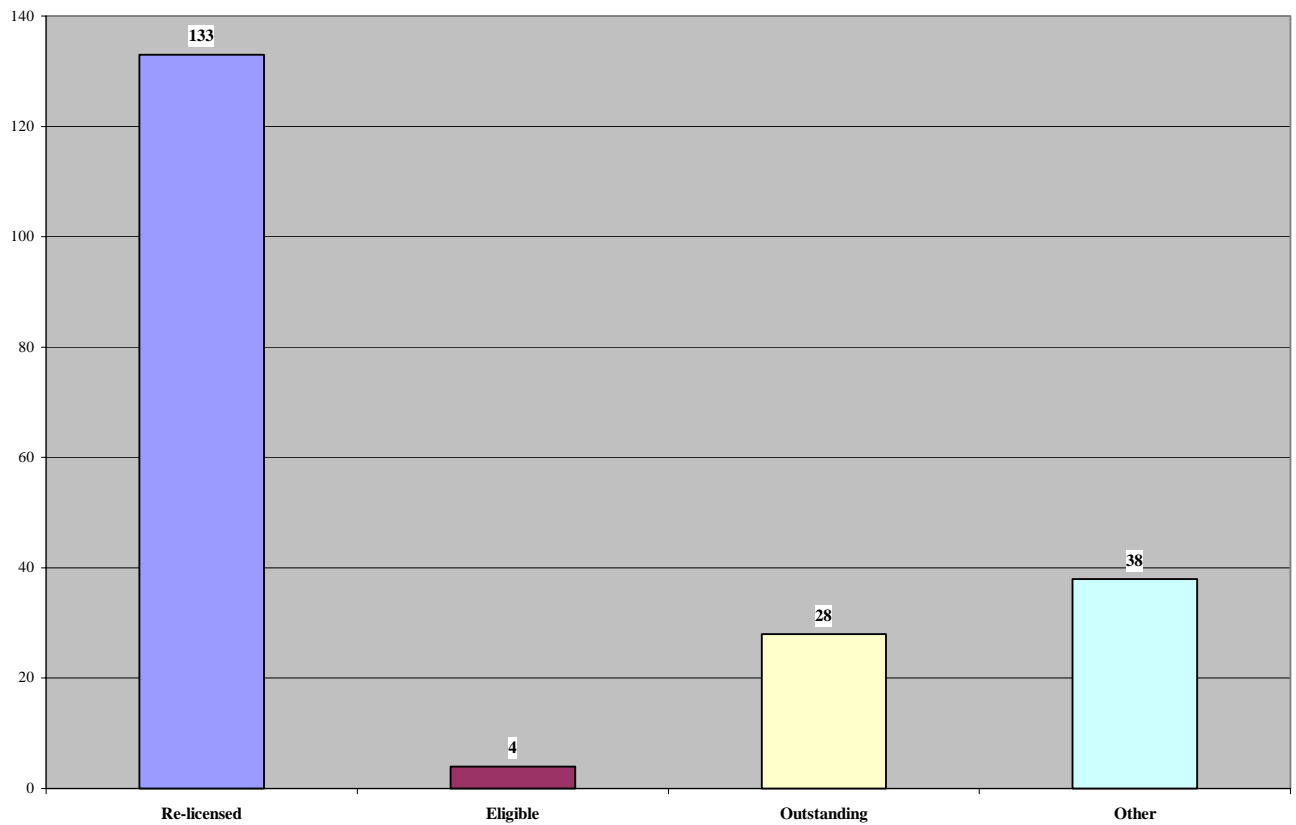
#### Total Expenditures on Community Agency Contracts by Agency, 2001

Includes Carryover from 2000	Agency	Allocation
CAMP		\$34,627
LELO		\$44,854
ANew		\$48,319
Total		\$127,800

#### Customer Service Surveys

Throughout the course of the first year of the Driving Calendar, court staff has conducted defendant surveys to gauge the effectiveness and quality of service given to defendants at the Driving Calendar. Those participants who completed the surveys reported a 92% satisfaction rate. Please see Appendix B for a copy of the survey and a discussion of the results.

The Figure Below Represents the Total Number of SMC Defendants Served by the Contracted Community Agencies CAMP, LELO, and ANEW.



The Figure Above Represents the Outcome Percentages for SMC Defendants Served by the Contracted Community Agencies CAMP, LELO, and ANEW



## Increasing Accessibility to Re-licensing Services

Prior to the DWLS Study, the distribution of DWLS 3<sup>o</sup> charges in the Seattle area had been unknown. No empirical data was used to determine the locations for re-licensing services based on demand, other than some assumptions about the socioeconomic pressures facing DWLS defendants and the neighborhoods in which these issues are concentrated. Seattle Municipal Court's P&PDG captured the ZIP Codes of all DWLS 3<sup>o</sup> charges included in their research and plotted the frequency of charges by ZIP Code precinct (See attached map)<sup>vi</sup>.

The Court was interested in the relationship between the frequency of charges and the location of services to help determine the accessibility of re-licensing services within the diverse communities of Seattle. It is a priority of SMC to offer services that are distributed conveniently to all communities, and are easily accessible by public transportation so the offenders do not feel the need to drive. The map confirms many of the court's presumptions.

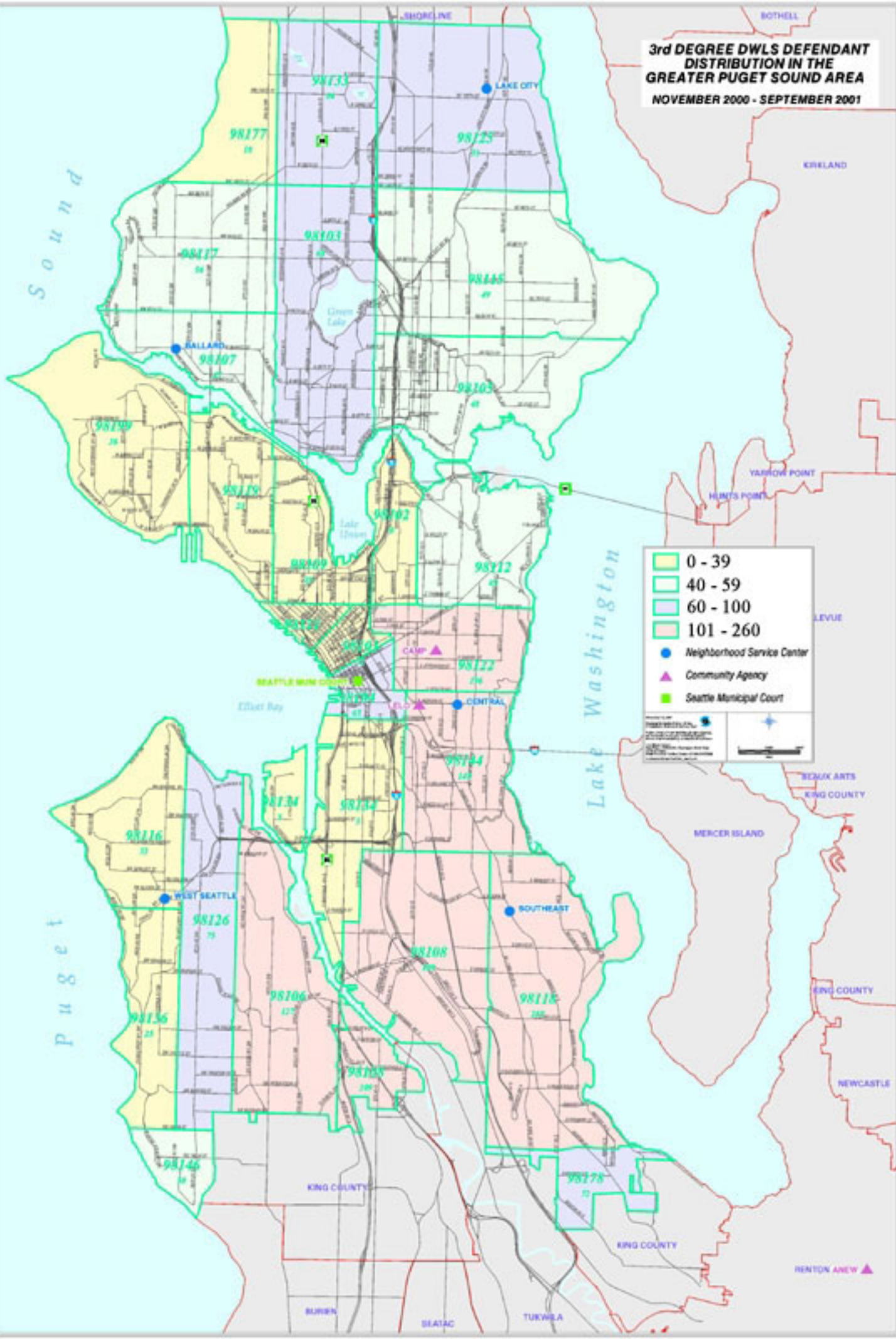
The highest frequencies of DWLS charges occurred in southeast Seattle including the communities of Mount Baker, Rainier Beach, Georgetown, First Hill, Beacon Hill, Seward Park, and the Central District. Within proximity of these communities, SMC has contracts with CAMP and LELO, which are easily accessible by many bus routes. Respectively, CAMP and LELO are located in the ZIP Code precincts with the second and third highest frequencies of DWLS 3<sup>o</sup> charges and are located in southeast Seattle.

There was little data that provided an accurate portrayal of the frequency of DWLS charges in the ZIP Code in which ANEW resides. This is probably because the data used for the DWLS Study only dealt with charges filed by the Seattle Police Department and ANEW is technically within the city limits of Renton. As recorded in the chapter evaluating the performance of the community agencies, ANEW also served the fewest number of offenders with charges in the Seattle Municipal Court. Although ANEW provides services to a much larger number of clients, their location outside of the Seattle city limits seems to draw those whose charges are also outside of the jurisdiction of SMC.

One of the most important findings of this portion of the DWLS Study is the lack of services provided in north Seattle. SMC was correct in their assumption of where the largest portion of DWLS offenders resided and placed services accordingly. However, it was found that the next highest concentration of DWLS charges occurred in north Seattle in the communities of Green Lake, Ballard, Aurora, Northgate, and Lake City. Currently, there are no services north of the core downtown Seattle area. Fortunately, there are various bus routes that accommodate many of the communities in north Seattle. Problems do exist with regular bus schedules and easy connections after the evening rush hour, which is the most common time that the agencies offer their services. Locating services closer to the communities of north Seattle could assist in meeting the documented demand in these areas.

# 3rd DEGREE DWLS DEFENDANT DISTRIBUTION IN THE GREATER PUGET SOUND AREA

NOVEMBER 2000 - SEPTEMBER 2001



## Summary and Conclusion

The Municipal Court of Seattle celebrated its first anniversary of offering re-licensing services and the Driving Calendar in November 2001. For a young program, the results are encouraging. In its first year the Re-licensing Initiative established a re-licensing rate of 63%, the number of DWLS 3° offenders with outstanding obligations has been reduced nearly 25% for those who receive re-licensing services, and the initiative has even significantly impacted offenders who have DWLS charges in other jurisdictions. Court compliance within the Re-licensing Initiative exceeds even the expectations of SMC, which targeted a rate of compliance at 80%, by maintaining a compliance rate of 88%.

	Re-licensed		Eligible		Outstanding		Other		Total	Compliant w/SMC	
<b>CAMP</b>	69	56%	4	3%	21	17%	29	24%	123	102	83%
<b>LELO</b>	60	85%	0	---	5	7%	6	8%	71	66	92%
<b>ANew</b>	4	45%	0	---	2	22%	3	33%	9	7	78%
<b>Ombudsperson</b>	83	53%	5	3%	20	13%	48	31%	156	136	87%
<b>RRU</b>	131	69%	6	3%	20	10%	35	18%	192	172	90%
<b>Total</b>	<b>347</b>	<b>63%</b>	<b>15</b>	<b>3%</b>	<b>68</b>	<b>12%</b>	<b>121</b>	<b>22%</b>	<b>551</b>	<b>483</b>	<b>88%</b>

**Combined Performance of the Re-licensing Initiative, Totals and Percentages**

	Re-licensed	Eligible	Outstanding	Other	Compliant w/SMC
<b>DWLS Control Group</b>	25%	4%	36%	35%	64%
<b>Re-licensing Initiative</b>	63%	3%	12%	22%	88%
<b>Percent Change</b>	+38%	-1%	-24%	-13%	+24%

**Performance Comparison of Re-licensing Initiative vs. DWLS Control Group without re-licensing services.**

Altogether, the Re-licensing Initiative utilized a total of \$183,391 of expenditures in 2001. It could be calculated that the City of Seattle spent an average of \$340.83 per DWLS 3° offender. This figure does not include the hundreds of participants without SMC charges who were served by the community agencies and whose case outcomes were unable to be verified by the court for this study.

Includes Carryover from 2000	Agency	Allocation
CAMP		\$34,627
LELO		\$44,854
ANew		\$48,319
Court Ombudsperson		\$55,591
<b>Total</b>		<b>\$183,391</b>

**Total Expenditures on Community Agency Contracts by Agency (also see Table 2)**

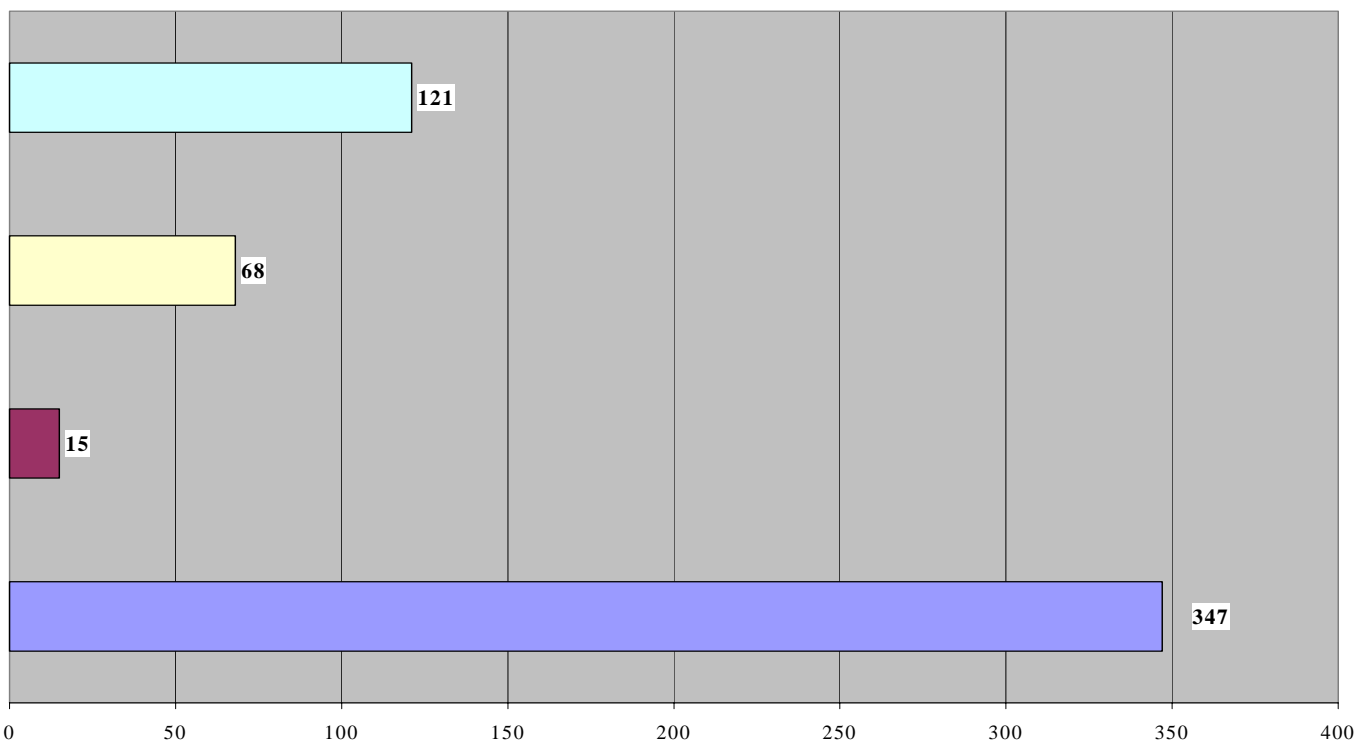
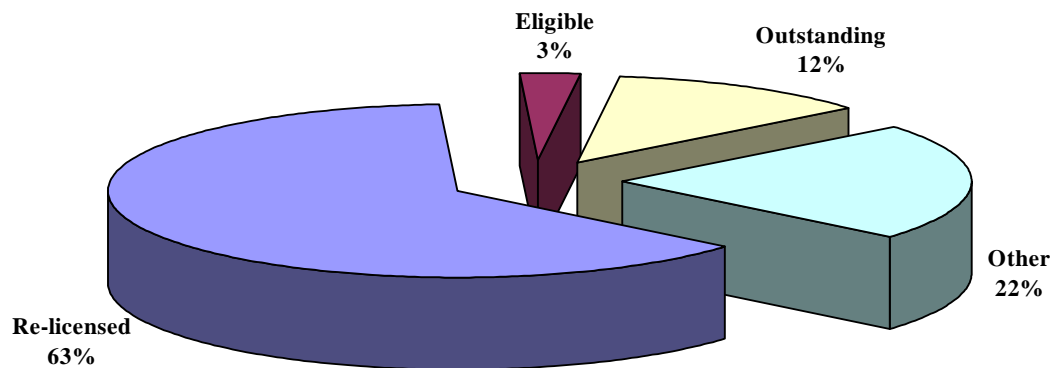
In addition to the positive outcomes and noted efficiencies of the program, there are several qualitative benefits provided by the Re-licensing Initiative and Call Reminder Program, which at best could only be assigned a subjective dollar value. For example:

- There is a direct correlation between offenders who Fail to Appear to court and the number of bench warrants issued, and subsequently the jail costs associated with offenders who are booked after being arrested for having an outstanding warrant.

- Time-payment agreements offer offenders an opportunity to comply with their sentences.
- Re-licensed drivers will not be charged with DWLS 3<sup>o</sup> the next time they are cited with a traffic infraction.

These benefits not only lower recidivism, but also the number of low-level misdemeanor cases being filed in the court, which allows the court to focus its attention on the more serious charges and other areas of the court that also require special attention by judges and staff.

#### Outcome Totals for Re-licensing Program (Percentage)



#### Outcome Totals for Re-licensing Program (Number)

## **The Next Steps for Increased Success**

Currently the Seattle Municipal Court is working to expand and enhance its Call Reminder Program and the Re-licensing Initiative. All defendants set for an intake hearing were incorporated into the Call Reminder Program beginning in May 2001. It is feasible that within the next biennium this service could be expanded to all hearings if funding and/or personnel resources allow. Also, in the spirit of FTA reduction, SMC is working hard with jails and other jurisdictions to ensure that its in-custody defendants are not dually scheduled in different courts at the same time, and to expedite their hearings in order to minimize the necessary time the defendant must be incarcerated. This chapter is intended to recommend both procedural and programmatic changes to enhance service and efficiency. The following recommendations are the outcome of the data analysis and interviews of the key role-players who played a major role in this evaluation process

### **Recommended Procedural Changes**

The Municipal Court of Seattle has done well in designing this specialized court with its augmented services. However, some process changes are in order if the court wishes to capitalize on coordinating its FTA reduction measures with this calendar. Additionally, there are some changes that could be made to increase efficiency and reduce costs to the court and City of Seattle.

### ***Meticulous Data Collection***

Throughout this evaluation, many hurdles were presented by lack of consistent data gathering practices. From the program design to the contracts with the community agencies, SMC and City Council have explicitly stated that all parties will keep close data of each of their cases to provide information that will help evaluate the success of the program. There was little coordination to make consistent the information of each case, which caused a breakdown in the evaluator's ability to capture the outcomes of each DWLS 3<sup>rd</sup> case for the evaluation period. This is especially significant in contrast to FTA reduction measures and community service alternatives that are designed to supplement the re-licensing services and the specialized DWLS calendar.

All parties involved in the Re-licensing Initiative need to work very closely with SMC to carefully gather data regarding those who participate in the program and what services are provided. This especially needs to be improved for the defendants who have charges or outstanding obligations in other jurisdictions than SMC. Until SMC acquires a more advanced information system than its current MCIS system, it is imperative that the following data be captured for every participant:

- ☒ **First & Last Name (Middle Initial is optional)**
- ☒ **Date of Birth**
- ☒ **Drivers License Number**
- ☒ **DWLS Intake (Driving Calendar) Date**
- ☒ **Date that service was provided (Community Agencies, Ombudsperson, RRU)**
- ☒ **ZIP Code (full address is not necessary)**
- ☒ **Phone number (nominal for surveying purposes)**
- ☒ **Which agency or branch of the court served the offender**
- ☒ **What Services were provided**
- ☒ **Which jurisdictions the offender has outstanding charges in**

This information needs to be collected consistently and monitored for progress within 60 days after the offender has attended the Driving Calendar or has utilized re-licensing services in order to successfully analyze and evaluate the progress of the Re-licensing Initiative. The renegotiations of the community contracts for 2002 is a perfect opportunity for the court to begin requiring that data is more carefully kept. Assuming that this occurs in early 2002, the Re-licensing Initiative should be re-evaluated to establish a benchmark of progress in eight to twelve months.

### **Recommended Program Changes**

The Re-licensing Initiative was granted an additional \$5000 in 2001 in order to produce an educational video on DWLS charges and how to obtain a valid drivers license if it is suspended. This video should be completed early 2002. The SMC Court Compliance department is also researching other means of information dissemination, educational resources, and locations within the community to expand the court's re-licensing services.

The Re-licensing Initiative has the potential to grow by enhancing its community outreach and educational abilities. Additionally, the court and Re-licensing Initiative alike need to prepare for a new wave of license suspensions as the recently implemented graduated drivers licenses for minors becomes fully operational. The following paragraphs will suggest some feasible opportunities for the court to facilitate the growth of re-licensing services as it moves into its next phase.

### ***Re-licensing in the Jail***

One of the first steps in the next phase of the Re-licensing Program is to offer tailored re-licensing services to SMC's in-custody population, a very high number of which are without valid drivers' licenses. Many are serving sentences ranging from several weeks to a full year in jail. Upon booking, SMC could screen the defendant to see if his/her drivers' license is valid. For those without a valid license, a record of the suspended population could be kept for weekly re-licensing training. The Court Ombudsperson could help that in-custody population get on track to being re-licensed, set up on time-payment agreements, or facilitate contact with one of the community agencies for further assistance upon release from jail.

### ***Offering Insurance Resources and Education***

As this evaluation has taken place, several key players in this program have been interviewed or surveyed, including judges, public defenders, representatives from the City Attorney's office, and defendants. Each party, with the exception of the surveyed defendants, has indicated a growing concern with the frequency of defendants who have or had outstanding citations for no valid automobile insurance. Although an exact statistic was unable to be quantified in this study, the threat that uninsured drivers pose on society is tremendous, and expensive, to both the victim and offender.

At a minimum, the court should explore the inclusion of insurance education to the curriculum of the Court Ombudsperson's re-licensing orientation. Optimally, a representative of the Washington State Insurance Commissioner's office, or similar agent who is unbiased to any single insurance provider, should regularly attend the Driving Calendar on Wednesday nights. This resource would help inform defendants of the current statute(s) pertaining to insurance requirements in order to drive a vehicle, and help assist defendants in finding insurance coverage for their vehicles. This information could also serve as a preventive measure and could even reduce the cost of automobile insurance if an educational service, such as the On-Line Traffic School, was utilized.

### ***Enhancing the Call Reminder Program***

The court should capitalize on its technological resources to make an attempt at verifying an increased number of the defendant's phone numbers. Several intergovernmental information systems such as DISCIS, WACIC, and TRACKER are already at the court's disposal. The outcome data which was produced by the study of the Call Reminder Program indicates that defendants who have been contacted by the court experience a much higher rate of appearance to their intake hearings than those whom the court is unsuccessful in locating. The court and Seattle Police Department could work more closely together in sharing information between themselves, and among other governmental agencies within King County, to help verify these defendant's phone numbers and effectively locate defendants prior to their first appearance date.



### ***On-line Traffic School***

In September 2001, a team of presenters came to the Seattle Municipal Court to display an innovative concept in driver re-education called the On-line Traffic School. This can be used as a tool and training method for defendants who have multiple traffic infractions, DUI's, or who need supplemental driver training as deemed necessary by the court. This tool may also prove to be an asset for teens that are driving with the new graduated driver's licenses, which took effect in this state on July 1, 2001.

The Seattle Municipal Court could also use the On-line Traffic School to reinforce our commitment to being a resource to the community. By offering the training within the walls of the court we can give the community accessibility to the driver's training where they may not have access to it otherwise. Many insurance companies offer up to a 15% discount for drivers who have completed this and other defensive driving courses. This "community service" could also be offered in the Community Resource Center on the 2<sup>nd</sup> floor of the new Justice Center once SMC moves next fall. Most importantly, this training can be accessed via Internet through any personal computer including at home, libraries, or in the work place. There is no cost to the court to implement the On-line Traffic School unless it wanted to subsidize the negotiable user fee for the in-custody population or those with special financial needs.

### ***Universal Cashiering***

SMC, the Court Ombudsperson, and the community agencies should continue to network and collaborate with other jurisdictions in order to improve comity in re-licensing measures and the disposition of DWLS charges. Courts around the nation have been using technology to share information and increase reciprocity between courthouses. One such measure is universal cashiering. If successfully implemented statewide, universal cashiering would allow SMC to dispose of offenders fines in all participating jurisdictions, additionally participating jurisdictions could also dispose of the fines that their offenders have in SMC. The process is simple and is widely supported. However, the Washington State Legislature has failed to pass the necessary legislation to make this and other information sharing abilities possible for courts of limited jurisdiction.

### ***Increased Presence in the Community***

The Court Ombudsperson should attempt to utilize the resources of the Seattle Neighborhood Service Centers (NSC) to enhance re-licensing services. In addition to the Municipal Court, located in the Public Safety Building on 3<sup>rd</sup> and James Street in downtown Seattle, SMC has five venues spanning the entire city in Lake City, Ballard, Central District, Rainier/Mt. Baker, and West Seattle. These NSC could be staffed by the Ombudsperson while they are in session so that the defendants attending the satellite courts could be screened to see if their license is valid. The Ombudsperson could then assist the suspended drivers by educating them about their charge and assisting them in the same manner as DWLS defendants by offering time-payment agreements, community service hours, or information on how to contact one of the community agencies.

Additionally, the Ombudsperson could utilize the NSC or other venues to conduct scheduled forums for unlicensed or suspended drivers within the community at times and places that these services would not normally be made available by either the court or the community agencies. This would provide increased opportunities for community members whose licenses are suspended to receive re-licensing services before they are caught driving and charged with a crime.

### ***Expansion of Community Service Alternatives***

The court should also explore new relationships with community service providers. By increasing the availability of community service options, more defendants will be able to benefit from this alternative sanction and fine repayment tool. Not only for DWLS 3<sup>o</sup> charges, community service is becoming available through several branches of the court. The unemployed and working poor are given a realistic means of paying back extraordinary fines that their income will not provide for. Many of these community service providers offer job training and skill enhancement while a defendant pays back a debt

to society. This increases a defendant's job viability and helps resolve quality of life issues that ultimately are of much greater importance than the resolution of a misdemeanor non-violent offense.

***Expanding Community-Based Agency Services***

It is fortuitous that the Seattle Municipal Court now has geographic information available to help assist in the Request for Proposals (RFP) that is currently underway to determine the community agency contracts for 2002. This information will prove helpful in analyzing community agency placement to provide optimal placement of re-licensing services and outcomes for all DWLS defendants participating in the re-licensing program.

If SMC is unable to find an agency who is able to provide services within the communities of north Seattle, it would be worthwhile to explore other options for increasing accessibility to re-licensing services for offenders residing in that area. Some possible ideas would be a ride-sharing program or court sponsored car pool, complimentary bus passes or taxi-fare compensation, or expanding the Court Ombudsperson's re-licensing services into the Seattle Neighborhood Service Centers in Ballard and Lake City.



## APPENDIX A

### **The 6:05 Calendar:**

The 6:05 calendar consolidates all DWLS 3° charges that are not eligible for dismissal according to standards set by the City Attorney (*see 7:05 Calendar*). The 6:05 calendar also includes any companion criminal charge with the DWLS 3°, with the exception of a DUI or Negligent Driving 1°. Upon arrival, all defendants are presented with information by the marshals to guide them through the process. This information includes:

- A number given on a first come, first serve basis to designate order of appearance.
- Information about their charge and the intake process.
- Information on how to make payments on unpaid citations.
- Information about how to get their license reinstated.
- Contact information for the community agencies who provide re-licensing services.

All defendants are provided the opportunity to consult with a public defense attorney, presently offered by the Associated Council for the Accused (ACA). The attorney is given a detailed case file including a drivers' history printout and abstract (OB5) from the Washington State Department of License (DOL). In addition to reviewing the pending citation the attorney also reviews the OB5 with the defendant to explain the reason(s) for license suspension. The attorney allows the defendant to keep the copy of the OB5. The defendant then proceeds to the courtroom to enter a plea to the DWLS charge.

### **If a not guilty plea is entered:**

The defendant is given a date for a pre-trial hearing to begin proceedings for a jury trial.

### **If a guilty plea is entered for all or some of the charges:**

The public defense attorney negotiates the details of the guilty plea with the Assistant City Attorney. The defendant's court file is prepared on-site and sent to the designated court for sentencing. Once the defendant is in front of the judge:

- The court makes its finding and imposes the sentence.
- The defendant consults with the bailiff for clarification of any questions that the defendant may have about the conditions of the sentence.
- The defendant is referred to the cashier, RRU, and/or a community based agency for re-licensing and collection assistance.

There are also instances in which a defendant is set for an Intake Review Hearing. These hearings are established to monitor progress of defendants with DWLS 3° charges who have alternative sentences or have been set for a review by the judge at the DWLS hearing. These intake reviews occur at 5:30 and 6:30 each Wednesday night in-between the intake calendars. If a defendant is set for intake review the same night he/she appears at the Driving Calendar the defendant is:

- Interviewed by the Office of Public Defense (OPD) to determine financial eligibility and is typically assigned to a public defender.
- Presented with a Speedy Trial Waiver to sign, which allows them to enter the Re-licensing Program.
- Assigned an Intake Review date certain for the DWLS 3° charge and any companion infractions.
- Given a copy of his/her OB5 and referred to the cashier, RRU, or a community agency for re-licensing and fine collection assistance.

**The 7:05 Calendar**

Defendants whose DWLS 3<sup>o</sup> charges have met five criteria established by the City Attorney's office are dismissed at intake. Although the DWLS 3<sup>o</sup> charge will be dismissed, the defendant is still answerable for the companion infraction. The criteria for dismissal are as follows:

1. The defendant was the registered owner of the vehicle, and the vehicle was impounded;
2. There is no companion criminal citation;
3. The citation did not involve a collision;
4. Is not a direct consequence of a mandatory license suspension driving conviction; and,
5. The defendant has not had a prior DWLS 3<sup>o</sup> dismissal due to impound.

## APPENDIX B

The defendants were asked about their experience at driving calendar. The results were overwhelmingly clear that the majority of defendants were very pleased with both the services provided at the Driving Calendar and the level of service given by the court staff and community agencies. Out of a total of 156 defendants who submitted completed surveys during the first year of the program, 80 had attended the 6:05 p.m. calendar and 76 attended the 7:05 p.m. calendar. The following table reports which services these defendants received as reflected by their surveys:

Survey outcomes reflecting the number of defendants reportedly using each service at the Driving Calendar							
Public Defender	Judge	Cashier	Revenue Recovery	Court Ombudsperson	Community Agency	Other	Don't Know
71	66	33	47	22	27	86	7
Survey outcomes reflecting the percentage of defendants reportedly using each service at the Driving Calendar							
Public Defender	Judge	Cashier	Revenue Recovery	Court Ombudsperson	Community Agency	Other	Don't Know
46%	42%	22%	30%	14%	17%	55%	4%

From the defendant's responses, it is fair to say that the court has done a good job in communicating to defendants both how the Driving Calendar process works and where services are provided. Out of the 156 defendants surveyed, only seven could not identify their contacts at the Wednesday night calendar.

The range of defendant responses, in terms of satisfaction with the Driving Calendar and the services offered through the Re-licensing Initiative, were rated on a scale of one through five, with one meaning that the defendant strongly agrees with the statement and five meaning that he/she strongly disagrees. The following are examples of the types of customer service related statements that the defendants were asked to rate in this portion of the survey:

- **The staff I talked to or met with were:**
  - **Friendly and courteous**
  - **Available to answer my questions**
  - **Knowledgeable**
  - **Willing to assist me**
- **The instructions were clear and I understood:**
  - **Where I was supposed to be**
  - **What I was supposed to do**
  - **The forms I was given**
- **I got the help I needed to:**
  - **Take care of my outstanding tickets**
  - **Get my license reinstated**
  - **Take care of my DWLS 3<sup>o</sup> charge**

This range of responses was then converted to a percentage with 100% being the best possible result. The average defendant response for the 156 surveys completed was 92.

## GLOSSARY OF TERMS

<b>Community</b>	In terms of SMC, the word community identifies any person(s) who reside within the jurisdiction of SMC. Commonly, the Seattle Community is a body that is represented by the auspices of the City of Seattle.
<b>Community Agencies</b>	Any or all of the three agencies, CAMP, LELO, or ANEW whom SMC contracts with to provide re-licensing and other augmented services
<b>Contest</b>	Term used when a defendant decides to challenge the companion infraction that initiated the DWLS 3° charge
<b>Court Compliance</b>	1) Having met all sentencing obligations, sanctions, or fines imposed by SMC 2) <i>Division</i> : An arm of SMC that reports to the Probation Division. The Court Compliance Division manages both the Revenue Recovery Unit and the Court Ombudsperson
<b>Court Ombudsperson</b>	A full-time position established by the Seattle City Council intended to assist DWLS 3° offenders in regaining valid driver's licenses, and help address individual needs surrounding their charges
<b>Default</b>	Failure to make payment on fines after establishing a time-payment agreement
<b>DWLS 3°</b>	A charge, or defendant who has a charge, of Driving With a License Suspended in the third degree. This is the lowest level of a license suspension which primarily is caused by failure to pay previously cited traffic infractions. In some cases this suspension may occur when an individual fails to pay child support through the Washington State Department of Social and Health Services (DSHS).
<b>Eligible</b>	Defendant has no outstanding infractions holding driver's license
<b>FTA</b>	Acronym for Fail To Appear when summonsed to court
<b>FTC</b>	Acronym for Fail To Comply ( <i>see Court Compliance above</i> )
<b>Intake</b>	Municipal Court of Seattle terminology for an out of custody arraignment hearing
<b>Mitigate</b>	Term used when a defendant acknowledges guilt to part of a charge, or believes that circumstantially he/she is not guilty and wishes to reduce the penalty of the citation by a hearing.
<b>Other</b>	Defendant has met all obligations to SMC but still has outstanding obligations to other jurisdictions, which restricts their privilege to drive
<b>Outstanding</b>	Defendant still has outstanding obligations to SMC
<b>Re-licensed</b>	Defendant has obtained a valid driver's license
<b>Revenue Recovery Unit</b>	The in-house collection agency at SMC. RRU is also responsible for individually managing each defendant's case that has established time-payments or community service in lieu of time-payment.
<b>Time-payment</b>	An agreement a defendant makes with SMC's Revenue Recovery Unit by which a down payment, usually a minimum of 10% of the principle owed, is accepted with a promise to make monthly installments at a rate agreed to by RRU and the defendant.

## ENDNOTES

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<sup>i</sup> “Budget Cuts go to the Courts.” *Seattle Post-Intelligencer*. November 19, 2001

<sup>ii</sup> *Partners in Service to the Community 1999-2000, A Report from the Municipal Court of Seattle (page 7)*. Seattle, Washington. 2001.

<sup>iii</sup> *Data Summary for Monthly Bench Warrant Counts October, 2000 - March 2001*. P&PDG. Seattle, WA: Municipal Court of Seattle. 2001.

<sup>iv</sup> P&PDG DWLS Study November 2000-September 2001

<sup>v</sup> In the aggregate, RRU’s statistics appear to out-perform those of the court ombudsperson. However, it is important to recognize that the more difficult cases are referred to the ombudsperson. It is also important to note that at any given time at the Driving Calendar, there may be up to three RRU employees assisting offenders as opposed to the ombudsperson who works without additional employee support. RRU also establishes time-payment and community service agreements for defendants throughout the week during regular court hours. However, only defendants charged with DWLS 3<sup>o</sup> and set for a hearing at driving calendar were included in this study to maintain continuity in monitoring the performance of the Re-licensing Initiative.

<sup>vi</sup> Map. 3<sup>rd</sup> *Degree DWLS Defendant Distribution in the Greater Puget Sound Area (November 2000-September 2001)*. SMC P&PDG/Seattle GIS Services. November 2001.